

三拜禮 號二月正英港香

Auction

GOVERNMENT NOTIFICATION:
No. 68;

THE following Particulars and Conditions of Sale of Crown Land, by Public Auction, to be held at the Offices of the Public Works Department,

TO-MORROW,
the 3rd day of January, 1901, at 3 P.M., are
published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 15th December, 1900. [1522b]

Particulars and Conditions of the letting by Public Auction Sale, to be held To-morrow, the 3rd day of January, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Hung Hom, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT

No.	Boundary	m.	ft.	sec.
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No. of Survey Station	Regulatory Station	LOCALITY.	Measurements.				Contents in Square feet	Annual Rain	Upset Price
			N.	S.	E.	W.			
ft.	ft.		ft.	ft.	ft.	ft.			
1		Hung Hom South of							

Entertainments.
THE EVENT OF THE YEAR.

**HARMSTON'S
CIRCUS AND GIGANTIC
MENAGERIE
OF
PERFORMING ANIMALS**

The OLDEST and BEST TENTED Exhibition on EARTH.
It is coming in all its Magnificence and will prove to be a Mighty Magnet.

TIME TESTED IN THE CRUCIBLE OF
PUBLIC OPINION.

An All-Including, Overshadowing Amusement
Federation of unquestioned responsi-
bility and Sterling Merit.

MASSIVE IN REPUTATION

MASSIVE IN PROPORTION.
PERFECT IN EVERY DETAIL.
UNDIVIDED! UNDIMINISHED!
UNEQUALLED!

A Show that presents an
ARRAY of thoroughly REPUTABLE
ARTISTS, who furnish an Entertainment
that is
THE EPIHOME OF EXCELLENCE.
AN OVERWHELMING CIRCUS PRE-
SENTED teeming with every
kind of valuable attraction.

IT COMES TO HONGKONG -
After a prosperous tour of India, Burmah,
Straits Settlements, and Java, and
SEVEN WEEKS OF UNPRECEDENTED
SUCCESS in the CITY OF CALCUTTA.

It has been accorded the highest honours ever met with by any Circus organized, and is justly styled,
THE WORLD'S GREATEST SHOW

**LOCATION-RECREATION GROUND,
NEAR RACE COURSE.**
Due Notice will be given of the
GRAND OPENING.

Mrs. HARRISON-LLOYD Proprietress.
ROBERT LOVE Manager.
Col. Chas. B. HICKS Representative.
Hans. DREWITZ Agent.
Hongkong, 29th December, 1900. [1535b

HONGKONG AMATEUR DRAMATIC
CLUB.


THE following are the Dates fixed for the
PERFORMANCES of
"HIS EXCELLENCY."

MONDAY.....	11th February, 1901.
TUESDAY.....	12th " "
WEDNESDAY.....	13th " "
THURSDAY.....	14th " "
FRIDAY.....	15th " "
SATURDAY.....	16th " "
SUNDAY.....	21st " "
MONDAY.....	27th " "
TUESDAY.....	28th " "

A further announcement as regards dates for
Booking will be made later.

(Hong Kong, 22nd December, 1900.) 171266

Masonic.



**EOTHEN MARK LODGE OF
HONGKONG.**

A REGULAR MEETING, of the above
LODGE will be held at the FREEMASON'S
HALL, Zetland Street, on **FRIDAY**, the 4th
January, 1901, at 5 for 5.30 P.M. Visiting
Brethren are cordially invited to attend.
Hongkong, 31st December, 1900. [1538b
MASONIC BALL.

A MASONIC HALL will be held in the
CITY HALL, on MONDAY, the 4th
February, 1901.
Subscription Lists will be found in the Clubs
and leading Stores of the Colony.
For further Information, apply to the Under-
signed.
E. W. MITCHELL,
Hon. Sec.
25, Queen's Road,
Hongkong, 22nd December, 1900. [1905]

GREEN ISLAND CEMENT COMPANY,
LIMITED.
PORTLAND CEMENT.
25.00 $\frac{1}{2}$ Cask of 37 $\frac{1}{2}$ lbs Net ex Factory.
30.00 $\frac{1}{2}$ Cask of 250 lbs.
SHEWAN, TOMES & CO.
General Managers

TENTH ANNUAL ATHLETIC MEETING.

The tenth annual meeting of the Taikoo Club, in the shape of sports at the previous years, took place at Quarry Bay yesterday, a start in the day's programme being effected shortly after noon. This gathering of the athletic talent of the Colony has always been popular with the largest majority, and a very great interest was evinced in yesterday's list of entries. A large concourse of people witnessed the proceedings, the pavilion being well packed as the day wore on. It was evident that the Committee had not been idle in the matter of making the gathering comfortable, the pavilion being nicely prepared. Flags were waving in a long line suspended from the top of the pavilion, and greenery was placed in conspicuous positions, the whole grounds presenting quite a holiday spectacle. The band of the 3rd Madras Light Infantry supplied during the afternoon, by kind permission of Colonel Stewart, D.S.O., and they were a distinct addition to the attractions of the sports. Some very interesting and amusing events had been arranged, the obstacle race (No. 17) perhaps affording the most mercurial. The difficulties placed in the way of the competitors were by no means insignificant, the items being running with a bucket of water up to a rope, climbing the rope and getting over the crossbar, slide down jump some hurdles, creep under some sheets on the ground, and finish the last position with the sack race. All the other races were keenly contested, and much interest was taken in them. Piper Sinclair, of the Naval Yard, and two bluejackets from H.M.S. *Dido*, played the bagpipes at intervals and infused life into the proceedings. The following were the successful contestants:—

(1) 100 YARDS FLAT RACE HANDICAP (confirmed) 1st prize presented by A. R. Grieve Esq., 1st heat, H. M. Bain, D. Currie, time 11.1-5th sec.

2nd heat, J. H. Hance, C.A. Bowley, time 11.2-5th sec.

Final, J. H. Hance, D. Currie, time 10.5 sec.

2 MILE BICYCLE RACE, open to no members, 1st prize presented by McKirdy and Co.

QUARTER MILE FLAT RACE (handicap) open to sugar refinery, docks, and V.R.C. 1st prize presented by Tai Wo Loong and Co., and prize presented by J. Blake Esq.

H. W. Sayer (36 sec.), C. M. S. Alves, C.A. Bowley.

2 MILE BICYCLE RACE FOR ALL COMERS, 1st prize presented by the Royal Exchange Assurance Corporation, 2nd prize presented by Ah Nam.

R. A. Ferguson (5 min. 16 sec.) A. E. Alves, C.A. Bowley.

200 YARDS FLAT RACE HANDICAP (confirmed) 1st prize presented by Cosmopolitan Dock Staff, and by Yuen Hop and Co.

H. M. Bain (24 sec.), J. Hance, D. Currie.

WHEELBARROW RACE (confirmed) 1st prize presented by Mrs. W. Poate.

J. Hance (13 sec.), D. Currie, H. M. Bain.

ONE MILE BICYCLE RACE (handicap confirmed) 1st prize presented by Mitsui Bussan Kaisha.

T. Grimshaw (2 min 32 sec.) R. A. Ferguson, T. Shand.

HALF MILE RACE (handicap) open to Sugar Refinery, Docks and V.R.C. 1st prize presented by Victoria Recreation Club.

H. W. Sayer (14 sec.), J. Hance, J. McLaughlin.

FOUR MILE BICYCLE RACE FOR ALL COMERS, 1st prize presented by Kowloon Dock staff, and by Tsuen Keng, 3rd by Tsuen Keng.

A. E. Alves (11 min. 11 sec.), T. Shand, A. McKirdy.

CONCEALING ALVES 250 yards and Shand 200 yards. A. A. Alves with 200 yards start, held the lead for a considerable time in the latter part of the race, but A. E. passed him superbly after having been paced all along. McKirdy made a lot, but scratch was too much for him. He could not get near the front man, though he tried well and went a long way towards accomplishing it.

HALF MILE FLAT RACE (handicap) open to Sugar Refinery, Docks and V.R.C. 1st prize presented by China Sugar Refinery staff, and prize presented by Yuen Hop and Co.

H. W. Sayer, (2 min. 14 sec.) J. Miller.

TWO MILE BICYCLE RACE (handicap, open to men from 30 to 40 years of age. 1st prize presented by Ah Tai and Co.

R. A. Ferguson, T. Grimshaw.

POTATO RACE, open to China Sugar Refinery, Docks and V.R.C. 1st prize presented by Mitsui Bussan Kaisha, and prize presented by Ah Poi.

C.A. Bowley (5 min. 43 sec.), J. W. Crouch.

SACK RACE (confirmed) 1st prize presented by W. Ramsay Esq., F. W. White, (14 sec.) D. Currie, J. Hance.

VETERANS' RACE, one mile bicycle Race. Open to all comers over 40 years of age. To yards start for every year over 40. First prize presented by London and Lancashire Fire Assurance Co.

D. McBain (3 min.) R. Aiken, J. Dickie.

ONSTACLE RACE (confirmed) 1st prize presented by United Club.

J. Hance, C.A. Bowley.

VISITORS' RACE. Once Round the Track. Prize presented by Tai-Koo Club.

C.A. Alves, N. H. Alves.

CONSOLATION RACE (Confirmed). 1st Prize presented by Ah Wing Esq.

W. C. MacPherson, F. E. Shuster.

A race took place by members of the Indian band who were in attendance. They were to run once round the track, all the time playing their instruments. This race was a sort of pantomime, the various noises being strangely discordant as they wended their weary way round the track.

CHAMPIONS CUP (Confirmed)—To be decided on points, viz 5 points for every 1st place, 3 points for every 2nd place, 1 point for every 3rd place. Prize presented by J. H. Scott Esq.

It was evident from hall way through the races that J. Hance stood a good chance of carrying off the champion's cup, and on summing up the total total points it was found that he stood well above all others at the finish.

Mrs. Poate then distributed the valuable prizes to those successful in the sports, Mr. J. Hance receiving the cup for the largest number of points scored.

Mr. Harvey then thanked Mrs. Poate and mentioned that this meeting would be the last of the series which would be held on the grounds upon which the sports had just been held. They had taken place on the same course for ten years and now the old grounds were to be used in the building of the new dock. The Company had, however, generously given them another site and had kindly promised to make an excellent track, such as the one just raced upon. The accommodation arrangements would be carried out at the expense of the Company who would present the grounds to their employees.

Cheering was then indulged in and the meeting dispersed.

The following are the officers of the Club: President—Walter Poate, Esq. Vice-president—A. R. Grieve, Esq. Committee—J. Blake, Esq., G. A. Buckland, Esq., E. C. Burke, Esq., C. A. Bowley, Esq., R. Berwick, Esq., J. H. Hance, Esq., R. Dickson, Esq., J. H. Scott, Esq., W. Hardwick, Esq., F. M. C. H.

REUTER'S TELEGRAMS.

THE OPERATIONS IN BRITISH SOUTH AFRICA.

LONDON, December 30th.
General Kitchener has been entrusted with the settlement of the Inogo district, and Generals Jones and Macdonald will conduct operations against the invaders.

FAILURES ON THE STOCK EXCHANGE.

Thirteen failures occurred on the London Stock Exchange on Saturday, owing to the embarrassments of the London and Globe Financial Corporation, of which Lord Dufferin is Chairman.

OBITUARY.

The death is announced of Lord William Beresford.

LOCAL AND GENERAL.

DURING the week ended 29th December, 1900, the following cases of communicable disease were reported as occurring in the Colony:—Bubonic Plague, one case; Puerperal fever, two cases, one death, Chinese.

THE Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—
Pawnebros's Guild, \$100
A Patient, 5

MR. SIMS REEVE, the great singer, whose death was announced a short time since, has died practically penniless, and no provision has been made for his young wife and child of 4 years of age. This, says the *Morning Leader*, was expected.

THE Roman Catholic Cathedral was well filled on Monday night to witness the New Year. The recitation of the Penitential Psalms took place at eleven o'clock, followed at twelve by Pontifical High Mass, exposition of the Most Blessed Sacrament, Te Deum and Benediction.

"HORRIBLE! HORRIBLE!" gasped the first passenger, during a terrible storm at sea. "The captain says we are likely to go ashore at any minute."

"Thank heaven for that!" fervently exclaimed the seafaring person who had taken no interest in anything up to that time.

THE Union Church entertainment passed off very well on Monday night. Singing was heard, and following the musical evening a supper in which a numerous gathering participated, occupied the attention of those present. Then a little after eleven the watch-night service, took place and the New Year and Century were ushered in in prayer.

WE are glad to note in a recent *Gazette* that the Chinese in the New Territory have been requested by the Government to preserve the few remaining large trees; there are few enough left, those standing being chiefly round the villages or temples, some of the trees themselves being used as joss, and offerings presented under their shade.

WE notice that the death is reported in Sirats papers of Lady Cox, wife of Sir Lionel Cox, Chief Justice for the Straits Settlements. Lady Cox was suffering from blood poisoning, and her condition became so serious that the Chief Justice adjourned the Assizes in order to be with her. She died early on the morning of the 22nd ult. Lady and Sir Lionel Cox came to Singapore in 1893.

THE Variety Concert at the City Hall to-morrow night promises to be a great success, a very strong programme has been arranged consisting of songs, humorous or otherwise, Banjo solos, stump speeches, step dances, band selections, &c. Amongst the performers names we notice Lieut. Walwyn, Sergt. Viggers, Messrs. Lammert, Grace, Husted, O'Neill and the Band of the Royal Welsh Fusiliers. The Robinson Piano Co., Ltd., who have the business arrangements in hand, are now very busy booking seats.

WE shall be curious to learn the report of to-morrow's Sanitary Board Meeting, as to the question to be asked by the Vice President about the steps taken by the Board to formulate a scheme of sanitary improvements, at the request of the Government, and Mr. Osborne's reply, that the Board are not prepared to arrange such a scheme, without some assurance of its being acted upon by the Government, in at least some particulars. Mr. Osborne evidently means to air the grievance of the unofficial members, as to their recommendations being passed over by the Government.

FROM the *Arday* and *Navy Gazette* we have received the last of their series of coloured plates illustrating military types. The picture is entitled "Types of Forces in the Smaller Colonies" and shows the uniforms of the North Borneo Dyak Police, Malay States Guides, Mauritius Garrison Artillery, Hongkong Sikh Police and Hongkong Chinese Police. The plates are very well executed, but apparently the artist has been misinformed on some minor points. For instance, we have never seen a Hongkong Sikh policeman in puttees nor a lokong in yellow garters.

THE celebration of the opening of the new year and century was very evident in Hongkong. As soon as the hour of twelve struck, the cannon-like sound of fire-works rent the air, and until early in the morning the glare and din caused by the crackers etc. was apparent in almost all directions. Rockets were sent heaven-wards from several points, and altogether it was impossible not to be in mind the fact that an event of some importance had been thrust upon us. Sympathy should be extended to those who were unfortunate enough to seek the vigorous touch in the anticipation of a New Year.

Intimation.

A. S. WATSON & Co., LIMITED.
All kinds of goods required for the present festive season can be procured at
THE HONGKONG DISPENSARY.

UNIQUE SELECTIONS OF CONFECTIONERY.

WINES AND SPIRITS

OF THE BEST BRANDS.

Tipes, pouches, tobaccos and Smokers requirements generally.

Fancy Boxes, Cut Glass Bottles,

Perfumes and Articles suitable for Presents.

A. S. WATSON & CO. LIMITED.

ESTABLISHED A.D. 1841.

BIRTHS.

On the 25th December, at Shanghai, the wife of R. C. DA SILVA E SOUZA, of a son.

On the 27th December, at 12, Williams Terrace, Shanghai, the wife of C. C. WILLIAMS, of a son.

DEATH.

At Singapore, on 22nd December, LUCIE, the wife of Sir Lionel Cox, Chief Justice of the Straits Settlements. R. I. P.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JANUARY 2, 1901.

NOTES AND COMMENTS.

To-morrow's meeting of the Sanitary Board promises a conflict between the Official and Unofficial elements. The Hon. F. H. MAY, C.M.G., Vice-President of the Board, presumably acting under official instructions, will ask:—

What steps have the Board taken in answer to an invitation made to the Board in May last by direction of the Officer Administering the Government to formulate a scheme of sanitary improvements in this Colony?

The answer to this question will be given by the Unofficial members by Mr. OSBORNE's motion which runs:—

That in regard to the Acting Colonial Secretary's Letter to the Sanitary Board of 1st May, 1900, asking the Board to formulate a comprehensive scheme of sanitary improvements, a reply be sent that the Board are not disposed to formulate such a scheme, unless some assurance be forthcoming that the Government will give immediate effect to some at least of the Board's recommendations.

For our own part we certainly take the view of the Unofficials. It would be useless to formulate any such scheme as that asked for by the Acting Colonial Secretary unless some assurance were given that it would be acted upon or would, at least, receive due consideration. In the present state of affairs it is only too probable that after the Members of the Sanitary Board had devoted much valuable time and attention to the preparation of a scheme for the improvement of the sanitation of the Colony and had embodied their recommendations in a voluminous report, the whole matter would be pigeon-holed and forgotten, and things would drift on in the old haphazard way.

In most places the Sanitary Board controls all sanitary affairs, but in Hongkong this is not so. Our Board wastes a deal of time in discussing matters and in making suggestions and recommendations, but the Members might just as well save their breath for all the good done. The decision as to what shall be undertaken and what left undone does not rest with them but with the Public Works Department, upon which the Board appears to have no more effect than those rabid folk who meet in Hyde Park and shout, "down with everything," have upon the British Constitution.

If we are to have a Sanitary Board why is it that we cannot have one whose opinion will carry some weight and who can exercise some sort of control? As matters now stand the Sanitary Board might just as well be done away with. There would certainly be less bickering and sanitary affairs would be just as well looked after as at present.

To-day's Advertisements.

NOTICE.
WE have authorised Mr. G. E. HUYGEN to SIGN our Firm for PROCURATION, WENDY & CO.
Hongkong, 1st January, 1901. [1c]

NOTICE.
THE BUSINESS OF BURNIE and GODDARD, Marine Surveyors, will in future be carried on under the Name of "GODDARD and DOUGLAS."
Mr. JAMES TORRY DOUGLAS has been admitted a PARTNER from this Date.
F. D. GODDARD.
Hongkong, 1st January, 1901. [2c]

NOTICE.
MR. O. I. ELLIS will CEASE SIGNING our FIRM (per PROCURATION) from this Date.
S. J. DAVID & CO.
Hongkong, 1st January, 1901. [3c]

NOTICE.
OUR SENIOR, Mr. H. CESAR ERDMANN RETIRED from our FIRM on the 31st December, 1900, but will remain a DORMANT PARTNER until further Notice.
Mr. MARTIN EDWARD FERDINAND MARCH, Mr. ADOLF CARL SCHONHUBER, Mr. WILHELM WIEDERHOLZ, Mr. EDUARD MORITZ HANS SCHURART, have To-day been admitted PARTNERS.
CARLOWITZ & CO.
Hongkong, Hamburg and China, 1st January, 1901. [4c]

PUBLIC AUCTION.
MESSRS. HUGHES and HUGH have received Instructions from the Owner to Sell by
PUBLIC AUCTION,
IN ONE LOT,
on

FRIDAY, the 25th day of January, 1901, at 3 o'clock, P.M., at their
SALES ROOMS.

ALL THAT Piece or Parcel of GROUND situate lying and being at Victoria, in the Colony of Hongkong and registered in the Land Office in INLAND LOT No. 1299, together with the Messuage or Tenement Erection and Buildings thereon known as "HAYDON," BORNHAM ROAD, held from the CROWN for a Term of 99 years from the 25th day of December, 1893.

Total Area 65,815 Square feet, Crown Rent \$300 per Annum.
For further Particulars and Conditions of Sale, apply to
Messrs. JOHNSON, STOKES, and MASTER, Solicitors for the Vendor, or to
The Auctioneers.

Hongkong, 2nd January, 1901. [7c]

Intimations.

EYE-SIGHT.

MR. N. LAZARUS, Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (R. HOUGHTON & Co.)

(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of catarrhs and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [1453b]

LET 'EM ALL COME!
and
O, LISTEN TO THE BAND!!

NEW BICYCLES, TYRES, TUBES, ACCESSORIES and FITTINGS, just to hand in all Grades, Styles and Designs. We want but little here below, But want it rather long!
So buy your little for long at the
DRAGON CYCLE DEPOT,
11, D'Almeida Street,
and call again to thank us.

The "Imperial Arthur" English Bicycle, 1900 model.

Just given away at American rates.

The "Pennant" American Cycle. Presented with compliments and a trifling impost.

Also—but come and see the others.

We are also Mechanics and Electricians, and undertake and guarantee repairs in this line. We are especially at home with Tyres, Bells, Sewing Machines, Electric Bells, Typewritten Driggers, Corkscrews, Mandarins and Soda Water. Bicycles don't count, as we simply make them, but not out of the rust-eaten plating of the dear defunct Spanish fleet picked up at intervals on the Kowloon Beach, nor from time-expired Buckets from Kennedy's stables.

Hongkong, 14th December, 1900 [1463b]

NOW READY.

A PAMPHLET

SOME SERIOUS LOCAL PROBLEMS AND A FEW SUGGESTIONS FOR DEALING WITH THEM.

BEING A LECTURE DELIVERED BEFORE THE ODD VOLUMES SOCIETY BY

MR. H. E. POLLOCK, Barrister-at-Law.

To be obtained at the OFFICE of this Paper. PRICE 50 CENTS.

Hongkong, 1st January, 1901.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. FOWELL & Co.) to which address all communications should be addressed.

ETI. F. SKERTCHLY, Manager.

To-day's Advertisements.

THEATRE ROYAL, CITY HALL.

WEDNESDAY, JANUARY 9TH, 1901.

Lesses and Proprietors: Mrs. N. CHATEL, Messrs. A. H. and H. J. POLLARD.

AFTER AN ABSENCE OF 4 YEARS, GRAND RETURN VISIT OF

POLLARD'S LILLIPUTIAN OPERA CO.
OF 50 PERFORMERS, IN THE CHARMING JAPANESE OPERA

"THE GEISHA,"

WITH FULL SCENIC, MUSICAL AND LIMELIGHT EFFECTS. FOR TWO NIGHTS ONLY.

FRIDAY, 11TH JAN.

For the First time in the Colony, The great American production

"THE BELLE OF NEW YORK,"

In Two Acts of Six Scenes. FOR 3 NIGHTS ONLY.

1ST MATINEE, SATURDAY, 12TH JAN., AT 3 P.M.

CHILDREN HALF-PRICE. PLAN as ROBINSON'S. PRICES as USUAL.

If necessary, the Star Ferry Co. has kindly consented to delay the last ferry to 12.15. Arrangements have been made with the Peak Tramway Co. to run a Special Tram a quarter of an hour after the Performance.

A. LEVEY, Business Manager. Hongkong, 2nd January, 1901. [1544b]

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE. 50, QUEEN'S ROAD CENTRAL. Hongkong, 2nd January, 1901. [8c]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"SZECHUEN,"

Captain Hall, will be despatched as above on FRIDAY, the 4th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd January, 1901. [9c]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIAN,"

Captain Moore, will be despatched as above on SATURDAY, the 5th instant, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd January, 1901. [15c]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"POLARSTJERNEN,"

will be despatched for the above Port, on or about the middle of January.

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 2nd January, 1901. [14]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 5th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SARSON, SONS & Co., Agents.

Hongkong, 2nd January, 1901. [10c]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE

Esq., F. W. White, Esq. Judges:—J. Rodger, Esq., H. Summers, Esq. Timekeepers:—Clerks:—Esq., H. Mackenzie, Esq. Clerks:—Esq., E. G. Burke, Esq., W. W. Hardwick, Esq. Handicappers:—W. Armstrong, Esq., R. Dickson, Esq., Geo. A. Calkwell, Esq., R. Dickson, Esq., T. Vile, Esq. Stewards:—J. Lockhead, Esq., R. Ferguson, Esq., F. W. White, Esq. Lap Secretary:—W. Farmer, Esq. Starter:—K. Rickard, Jr., Esq. Hon. Secretary:—E. G. Burke.

HOCKEY.

The Hongkong Hockey Club will play a match at 4 p.m. to-morrow on the Club ground at the Happy Valley against the officers of the Kowloon Garrison. The following will be the Club team:—

Major Mould, R.E. (Goal), Capt. Loring, R.A., and Capt. Bely, R.A.M.C. (Backs), H. Strong, R.M.L.I. (Backs), J. Hooper, A.C.J. Stevens, R.E., G. Gibson, R.E., Havel, R.E. and Capt. Dykes, R.A. (Forwards).

AT THE MAGISTRACY.

RETURNING FROM BANISHMENT AND STEALING.

Chung Tai, Alias Chan Sing a coolie, was before Mr. Hazell this morning charged with (1) disobeying an order of banishment (2) stealing a jacket, (3) being seen yesterday by the master of a junk, breaking open a box and stealing a cotton jacket. The master arrested him and this morning it was discovered that he had been banished in 1899 for five years. His Worship sentenced him to a year's hard labour for returning from banishment, and fourteen days' hard labour on the charge of larceny.

GAMBLING.

Sergeant O'Sullivan brought eight gamblers before Mr. Kemp this morning. A raid was made on 3 Yau Lan Lane ground floor last night, and there were found playing *fa-tai-tan*. The evidence of Chinese Constable No. 201 was heard. He went to the place and watched the game for some time. They recognised him however and stopped the game. He saw the first man receiving 20 cents and, being the banker, deducting one cent as commission. Sergeant O'Sullivan also went into the witness box.

His Worship ordered the first defendant to pay \$15 or go to prison for a month for being keeper of a common gambling house and the remainder were fined \$5 or ten days for gambling.

INTRUSION OF THE RIGHTS OF THE POST OFFICE.

Lance-Sergeant Kent brought a Chinaman up before Mr. Hazell today. He arrested him and charged him with having been found with 16 letters in his possession which had not passed through the proper channel. They had no stamps on and, of course, should have gone through the Post Office.

Mr. Lewis (Acting Post Master General) presented it. His Worship convicted the defendant and fined him \$100 or two months' hard labour.

CANTON NOTES.

ROBBERIES STILL RAVAGE.

[From Our Own Correspondent.] CANTON, December 29th. An account of the robberies and lootings which occur daily would fill a good sized sheet. The native papers report some of these, but the majority are either unheard of or pass unnoticed. A few days ago a case of looting occurred at the village of Pa Hui in the Shuang Pun U, about forty miles north of Canton. This village contains about four hundred houses. The village was surrounded during the afternoon by a large band of robbers, and while some kept guard others went through the village and demanded money and valuables from the people. A large quantity of rice and clothes were also carried away. The villagers complain bitterly because they are not protected. The soldiers will do nothing to help them. On the other hand the soldiers complain that they are too few in number to attack such bands of robbers, and there is no use in attempting the impossible.

GUARD STATION ATTACKED. Last Wednesday some robbers surprised the guard station at Lung Wan in the Pun U, and killed four soldiers. These soldiers had been active in arresting some thieves, and in revenge their station was surprised and in the fight which followed four of the guards were killed.

GUARD BOAT RUN DOWN. A band of upwards of three hundred soldiers was sent on Thursday last to assist the Hip Toi of Shui Hing to hunt down some robbers who are operating in the neighbourhood of Kwai Lam Tau on the borders of Kwong Sai. It appears that the presence of a boat at Kwai Lam Tau was resented by the robbers, and it was ordered to move on by the robbers. The captain refused to accommodate them, and thereupon the boat was attacked and the guard driven away. One man was killed and the boat set on fire and completely destroyed. It is to capture the perpetrators of this outrage that soldiers have been sent from Canton.

LAUNCH PIKED.

The launch that runs between Canton and Yeung Kong was robbed on its last trip. The launch was attacked when in the neighbourhood of Kowloon, and it is evident the robbers had been informed that their efforts would be rewarded, for they went to work in such a way that it was very plainly to be seen that they were looking for some special prize. Nor were they disappointed. A sum of \$1000 was on board, and having secured this the robbers made haste to depart. One man who attempted to defend his property was killed.

DISTURBANCE AT KO LU.

A French gunboat has gone up the West River to assist in protecting the Catholic Christians at Ko Lu. It appears that some trouble arose between the converts and their neighbours. How the trouble arose has not yet been made clear. According to the converts their heathen neighbours attempted to deprive them of some land to which the converts were legally entitled. The converts banded together to defend their property and a conflict followed, in which a non-Christian was killed. In revenge, the friends of the dead man gathered a crowd and destroyed some property belonging to the Catholics. The matter was brought before the officials and an indemnity demanded for the property destroyed. The officials have another story to tell. According to them, the trouble arose over a dispute about some land but had nothing to do with religion. The Catholics killed a man and the friends of the dead man in turn destroyed some property belonging to the man who had done the killing. The Catholics then reported the matter to the French consul as a case of persecution of Christians, with the result that a gunboat was sent up the river and an indemnity amounting to many thousands of dollars demanded. It matters little on which side the truth lies, the Chinese will have to pay. This may be the way to keep the Chinese quiet, at least for the present. They must submit, because they cannot help themselves. But such action tends greatly to embitter the Chinese against everything foreign.

THE CRISIS IN CHINA.

SHANGHAI.

The Imperial Advance Courier.

A Hsin telegram to hand states that the Emperor has already signified his desire that General Ma Yukuan should act as his Majesty's advanced bodyguard when the Emperor leaves Hsian for Peking.

The Chuchou Massacre.

A Hanchow dispatch reports the arrest at a place near Hanchow, on Christmas Day, of Chou, ex-Captain of the Chuchou garrison, who appears to have been deeply implicated in the massacres in the city last July. The prisoner is now confined in the Chientang district magistrate's yamen, awaiting trial.

Alarms and Excursions.

The Fourth Brigade is leaving for Yangtsun, the Boxers being reported to be in strength to the westward of that station. Various reports of bodies of Chinese advancing have been current lately that have come to nothing, but the information is presumably reliable on this occasion.

The general attitude of the Chinese is sullenly hostile. They are obviously awaiting a chance. The peace terms are disbelieved here.

There are four notorious Boxer leaders associated with Li Hungchang and Prince Ching. They are reported to have been recently urging the leaders outside Peking to rise again. N. C. D. News.

TIENTSIN.

Affairs in the North.

[From Our Own Correspondent.] TIENTSIN, December 14th.

The river which closed somewhat abruptly on the 8th inst. has opened slightly again, and the steamers which hung on at the Bar in a not unjustified hope that the situation would improve, have managed to reach Tongku yet once more, but the passage for them has to be kept open by steam launches continually plying to and fro to keep the ice from closing. Some \$20,000 worth of cargo provisions, which it would have been to go back to Shanghai has thus been handed within the past two days, though several steamers with fully as much in Christmas goods have already left for the south, and the loss sustained is very heavy. Every three days seems to bring a radical change in the weather, and after three days of delightful still cold, we seem in for another bout of icy winds, stating in full swing, and will this year be enjoyed in the open, it being deemed impracticable to have a closed rink. Providing we do not get more than our share of dust, few persons will bemoan this decision perhaps.

The Chinese telegraph, which I wrote you about the end of last month has been permitted by the German and British Authorities, and will open here in a few days. It is a matter of no little surprise to some why they should have permitted it, as circumstantial evidence has been fairly clear and strong as to its being Sheng's line whatever the Cables may say to the contrary, though it is not generally known whether they have said anything to the contrary or not. Whether the Authorities think that the Chinese cannot do any harm with the line or are indifferent to what they do or are merely tempted by the prospect of getting their messages cheaper, I know not. As Sheng is bound by agreement with the Cables to take foreign messages for Europe at the same rate from Peking as the Cables now charge from Taku, and the service will be cheaper of course, Sheng making his money out of the one third which the Cables pay of all European messages, passing through their hands from his lines. Where the pull of the Cables comes in is not quite clear, but as Sheng is reported to have defrayed a good part of the expense of the cable to Taku, they were presumably not in a position to thwart his plans.

The Germans are the most active power in the North now, and unfortunately a little too active. Without any publicly announced policy, they appear to be carrying out a general plan of indiscriminate extermination, alternating with a system of loot which with China were she to undertake them seriously in the spirit of Western diplomacy, and must in China's case, I fear give rise to knotty problems in the future. I do not believe all the stories I hear about the Germans, because to do so would be inconsistent with any respect for the nation whose interests are so closely allied with our own in this campaign, and no Germans at a distance would believe the tales of treachery and greed which are unfortunately circulating in the most reliable quarters too. But there is no denying the grievous mistake that the German authorities have just made, the consequences of which may be serious enough. Some of your readers may perhaps be aware that General Mei, under Yuan Shih-kai, has been throughout most energetic in putting down the Boxers in Shantung and the Southern borders of Chihli, and thanks to him the Mission Stations around Tsangchow on the Grand Canal, about 65 miles from here, have been kept fairly free from Boxers since the first outbreak, when Mei assisted the London Mission members to escape. His troops fought the Boxers lustily in spite of the Government Edicts to the contrary, seeing which the Throne degraded Mei and took from him a lucrative appointment which had fallen to his share. He has recently, I believe, been reinforcing his troops, possibly in anticipation of trouble further North, and both he and Yuan have had some anxiety lest foreign troops should meet their way, and some time ago Yuan sent a particular request that no foreign troops be sent into or towards Shantung, as he guaranteed to keep peace. The Germans, however, a week ago decided to descend on Tsangchow, and a few days ago they utterly routed Mei's force, seized all the baggage and money to the value of Tls. 15,000, and killed some 40 of his men. In addition they went through the town, released two notorious Boxer leaders whom he had imprisoned. General Mei would not fight, nor let his troops fight, but some resistance may have been made when the Germans were looting the baggage and hence the details. The British here who know how Mei has acted feel seriously concerned at this regrettable occurrence, feeling that it cannot fail to discredit us in the eyes of the Chinese, while it will probably be the signal for disturbances in districts which Mei has managed to keep quiet.

What I am going forward in Peking is very doubtful. I have not personally been able to confirm the report of the Court having made any movement towards Peking, nor have I been able to learn anything further about Tung Fu-hsien's movements; but I am under the impression that Tung has the Court completely in his power, and it seems improbable if food supplies hang out, that the Court will return at present.

The Chinese are not likely to take advantage of the absence of the government, and all forms of lawlessness, on the increase, especially looting and fraudulent proceedings. Great satisfaction

has been felt by the Chinese at the execution last week of Tan Men-huan, the expectant Taotai, who was a brigand in the days of the China-Japan war and was bribed with an office to keep him quiet. Lately he has found squeezing compradors in foreign employ a lucrative adjunct to his professional duties, and the comprador persuasion were consequently generally jubilant when his capture and sentence of death were announced. Not that compradors have had an especially bad time of it by any means. First they waxed rich through the sales of arms and ammunition, and now they are making a fat thing out of furs and silks etc. which they are buying up in large quantities, knowing full well that the official world will be glad to get back their looted property at almost any price presently. The native attitude in Tientsin is growing daily more insolent and intolerant. One reads of great brutality committed in sport by German and French soldiers at Taku, but really those who experience the cool insolence of look and tone in the servants they have taken back or engaged since the siege are almost inclined to condone any rudeness. If things go at this rate it seems as if the only remedy will be to institute a law by which every Chinaman in the Settlements or in foreign employ must know, or at least salute the white man when he addresses him. I am certain that an outward and visible recognition that we are the conquering races would have a wholesome effect.

I see the ex-Taotai Huang is getting his trumpet blown, evidently. Leaving nemesis may overtake him even in distant Tientsin. Personally I do not know the man, and therefore feel a little diffident about the suspicions I entertain that he is not fully entitled to the good case he is trying to make out for himself. It strikes me as strange that if he was so professional, the missionaries best acquainted with him should not be aware of the fact, also that no one seems aware of his having warned anyone or taken active steps to reduce our danger. On the other hand missionaries affirm he was anti-foreign at heart; that he recorded his conviction in a letter that he thought the missionaries were making too much of the Boxer trouble, and documents were found in the Viceroys' Yamen which apparently prove his connection with the Boxers. It is argued by his foreign friends that a mistake may have been made in the name, but my Chinese teacher assures me that no document could mention his name without the addition of "Customs Taotai," and any mistake moving therefore. He strikes me as a man who was really a racist to gloss over the matter, as there will be a chance of his being placed in power under the new order of things, and it will not be advisable to begin with any mistakes, if such can be avoided.

P. AND O. STEAM NAVIGATION COMPANY.

The Report of the Board of Directors.

The net surplus for the year, including £9,691 brought forward, amounts to £219,274, which, after deducting the interim dividend on the preferred stock of 2 1/2 per cent, and 3 1/2 per cent on the deferred stock, paid in June, admits of a further payment of 2 1/2 per cent on the preferred, and 6 1/2 per cent on the deferred stock, together with a bonus on the latter of 3 per cent. The dividends and bonus thus paid and payable are therefore equal to 9 per cent on the paid-up capital of £2,320,000. A balance of £10,414 will be carried forward to next year's account.

Fleet.—The *Pertuis* is the only new vessel delivered since the last report was issued. This is an under construction the *Plenty*, *Silvia*, *Somali*, *Syria*, and *Soudan*; and all these vessels will be at work early next year. The *Satya*, *Belilos*, and *Rebecca* have been sold. During the period to which the report refers, the various services have been performed with the usual efficiency, and without accident or delay. The mileage covered during the year has been 2,889,000 nautical miles.

Directors.—The Earl of Selborne, having been appointed by Her Majesty as First Lord of the Admiralty, has necessarily resigned his seat at the Board, of which he has been a valuable member for the last ten years.

Income Tax.—It will be in the recollection of the proprietors, that the last report showed, by reference to actual figures, the fallacy of the system adopted by the Inland Revenue Authorities, and sanctioned by the Income Tax Commissioners, for the purpose of levying income tax on shipping profits, irrespective of adequate allowance for the waste and wear and tear of ships. It is satisfactory now to mention that the Commissioners have recognised that the principle in question was an erroneous one, and have modified it accordingly, although not, in application, to the extent which the directors have shown to be necessary in the Company's case. The Commissioners now propose an allowance of only 4 per cent on original cost instead of the 5 per cent allowed during half a century previous to the new departure of the Inland Revenue, in the assessment of shipping profits.

Depreciation Fund and Suspense Account.—The profits of the year, coming as they do to a considerable extent from the employment of ships in transport work, enable the directors to make exceptional appropriations towards the depreciation fund and suspense account—the latter being regarded, as the proprietors are aware, in the light of a dividend adjustment account. They have accordingly set aside a sum of £182,200 as extra depreciation, raising the amount charged to £500,000, and they have credited suspense account with £162,791, which brings the balance of that account to £250,000. The proprietors will not fail to recognise the prudence of these measures for the permanent welfare of the company.

General Summary.—The employment of so many vessels in the transport service during the past year would render any comparison of the published accounts with those of the previous year, inadequate or misleading. For instance, the revenue under the head of freight, charters and transport services (£1,915,841) shows a large increase beyond the returns of the previous year, which is exclusively due to transport work, inasmuch as the actual freight earned was less by nearly £73,246. This may be accounted for by the fact that so many vessels were withdrawn from their ordinary employment, and also by the collapse of the trade between India, China and Japan due to overstocked markets in China, and to the high price of cotton, which brought the working of the Bombay mills down to zero. Apart from these causes the freight returns would have shown a better result than last year, as rates were on the whole higher, and cargo was fairly plentiful, except in the Bombay trade.

The passenger receipts which were at one period of the year considerably diminished, owing to the disturbance of traffic caused by the South African war, fortunately recovered towards the end of the year and are only £6,800 below the revenue of the previous year, which ever attained by the company. The operations of the year have been affected unfavourably by a loss in exchange exceeding that of the previous year. The expenditure tends to increase in almost every direction. The continuance of

plague in India and in China interferes greatly with labour and enhances its cost. The great advance in coal prices does not operate in the present account, owing to contracts entered into before the great rise took place, but it must assume considerable proportions in the coming year. Apart from the uncertainty as to how far trade in China may be affected by the state of semi-war and confusion which has arisen there, the business prospect of the coming year is not unfavourable. The Australian Colonies show decided signs of progress, and the rainfall in India has been such as to afford the prospect of fair crops, and therefore of a good export season. The release of a large amount of tonnage which has been employed in the South African expedition, will probably have an effect on freights which are at present by no means high, taking into account the advance in the cost of fuel and other requisites of steam navigation.

Dividend.—The directors have much pleasure in recommending the payment of dividend and bonus as follows:—On the preferred stock at the rate of 2 1/2 per cent, making with the interim payment in June, a total distribution for the year of 5 per cent; on the deferred stock a dividend at the rate of 6 1/2 per cent, and a bonus of 3 per cent, making with the dividend in June of 3 1/2 per cent, a distribution of 13 per cent on this stock for the year.

LEGAL.

JUDICIAL COMMITTEE OF THE PRIVY COUNCIL.

HARDON v. BELILIOS. This was an appeal from an order of the Supreme Court of Hongkong of February 28th 1899, affirming a judgment of Chief Justice Cargill.

Mr. Latham, Q.C., and Mr. Whitney were counsel for the appellant; Mr. Joseph Walton, Q.C., and Mr. R. J. Parker for the respondent. The appellant alleged that in April, 1891, he became the registered owner of fifty shares of £10 each in the Bank of China, Japan, and the Straits (Limited), that he sold the shares and executed a blank transfer of them, that the bank subsequently went into liquidation and he was placed on the list of contributors, that the liquidator had recovered judgement against him for £402 for calls, and that the respondent (the Hon. E. R. Belilos, C.M.G.), was the true owner of the shares, and was liable for all calls, and he claimed to be indemnified accordingly. Mr. Belilos submitted that he was not the owner but merely the holder of the shares as pledges, they having been deposited with him as security for liabilities which he had incurred in respect of Mr. G. L. Coxon and others, and that he had never had any beneficial interest in the shares but was bound to return them on payment of the moneys due. The circumstances were somewhat involved. The appellant was a clerk to a firm of sharebrokers at Hongkong, and the shares were taken in his name by his employers, who paid the allotment money and the first two calls. About June, 1891, a syndicate of seven persons, of whom Mr. Coxon was the moving spirit, had been formed to deal in the Hongkong and Shanghai Banking Corporation. Messrs. Belilos and Co. agreed to finance the venture, and obtained certain letters of credit for the purpose. With the proceeds of these, shares in the Hongkong and Shanghai Banking Corporation were purchased and deposited as security for the advances. In addition, by way of margin and further security, other shares, including the fifty in the Bank of China, in the appellant's name, were given to Messrs. Belilos. In consequence of a fall in exchange and in the value of the shares in the Hongkong and Shanghai Bank, the Syndicate's operations resulted in a considerable loss, and Messrs. Belilos in October, 1892, closed the accounts of the syndicate in their books. The shares in question were, with others, taken over from the syndicate by Messrs. Belilos and Co. at their then market value, and the proceeds credited to the members of the syndicate in proportion to their interests in the concern. On these facts, briefly stated, the Chief Justice came to the conclusion that Messrs. Belilos, by their manner of dealing with the shares, had altered the character of their holding from that of pledges to that of beneficial owners; but that they had never expressly contracted to indemnify the appellant in respect of the shares or come into any relations with him from which a contract of indemnity could be implied. On that ground the appellant was nonsuited. On appeal, the Supreme Court (consisting of the Chief Justice and Mr. Justice Wise) affirmed that result, holding, in addition, that the appellant had not established the onus which lay upon him of establishing that the relationship of trustee and cestui que trust subsisted between him and the respondent. From these judgments the present appeal was instituted.

At the close of the arguments, Lord Hobhouse said their Lordships would take time to consider their judgment.—L. & C. Express.

NOTANDA.

CALENDAR.

JANUARY. Meteorological means based on fifteen years' observations to 1895.

Barometer	30.159
Thermometer	59.7
Humidity	74
Rainfall	1.545

TO-DAY. WEATHER REPORT.

On date at 10 a.m.	On date at 4 p.m.
Barometer	30.16
Temperature	65
Humidity	77
Rainfall	76

TO-DAY. Wednesday, 2nd January, 1901.

Chinese—21st of 11th moon of 26th year of Kwang-su.

Sun—Rises 6hr. 38min. || Sets | 5hr. 27min. |
High water—Morning	7hr. 38min.
Afternoon	6hr. 27min.
Low water—Morning	6hr. 27min.
Afternoon	11hr. 40min.

ANNIVERSARIES.

1863—The Dutch schooner *Henriette Louise* plundered by pirates, outside Lye-mun.

1884—First election by the Hongkong Chamber of Commerce and a member of the Legislative Council.

1888—Loss of the British ship *John Polls*.

1896—Earthquake at Khalkhal, Persia, 300 killed.

1897—Treaty between Spain and Japan signed at Madrid.

TO-MORROW. Thursday, 3rd January, 1901.

Chinese—22nd of 11th moon of 26th year of Kwang-su.

Sun—Rises 6hr. 30min. || Sets | 5hr. 20min. |
High water—Morning	7hr. 30min.
Afternoon	6hr. 20min.
Low water—Morning	6hr. 20min.
Afternoon	11hr. 30min.

Moon—Max. Declination N. 11hr. a.m. High water—Morning 6hr. 40min. || Afternoon | 7hr. 20min. |
| Low water—Morning | 6hr. 40min. |
| Afternoon | 6hr. 35min. |

ANNIVERSARIES.

1777—Battle of Princeton.

1839—Lin Tsi-hsu appointed Commissioner.

1851—Li Sing-yuen appointed Imperial Commissioner in Kwangsi.

1877—Assassination of the Archbishop of Paris.

1880—Decree in Peking Gazette sentencing Chung How, ex-Ambassador to Russia, to death by decapitation.

1897—The s.s. *Chusan* towed into Hongkong with 3 blades of her propeller broken.

1898—Collapse of flooring in City Hall, London, Ontario, 23 killed 100 injured.

AGENDA.

TO-MORROW.

O. S. K. steamer *Akashi Maru* leaves for Foochow via Swatow and Amoy.

3 p.m.—Public Auction of Crown Land.

4 p.m.—E. & A. Co.'s steamer *Australian* leaves for Australian Ports.

5 p.m.—C. & N. Co.'s steamer *Perla* leaves for Manila.

FRIDAY, 4th.

Noon—L. C. N. Co.'s steamer *Chelydra* leaves for Singapore Penang and Calcutta.

5 for 5.30 p.m.—A Regular Meeting of the Ethen Mark Lodge.

Cargo ex *Falmina* subject to rent.

SATURDAY, 5th.

O. & O. Co.'s steamer *Doric* leaves for San Francisco via Shanghai, etc.

Noon—P. & O. S. N. steamer *Bengal* with mails etc. leaves for Europe.

SUNDAY, 6th.

4 p.m.—C. N. Co.'s steamer *Taiyuan* leaves for Australian Ports.

Daylight—O. S. K. steamer *Suijin Maru* leaves for Coast Ports.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Nippon Maru*) to-morrow.

English (*Peninsular*) 4th instant.

German (*Prinzess Irene*) 8th instant.

American (*Coptic*) 20th instant.

The T. K. K. steamer *Nippon Maru*, with mails, etc. left Shanghai for this port yesterday, the 1st inst., at 6 a.m.

The steamer *Kunming*, from Calcutta and Penang left Singapore for this port yesterday, the 1st inst., at 6 p.m.

The O. S. S. Co.'s steamer *Glancus*, left Singapore this morning, the 2nd inst., and is due in Hongkong on the 7th inst.

The N. C. I. steamer *Hisago*, left Singapore for this port yesterday, the 1st inst., and may be expected here on or about the 8th inst.

The Imperial German Mailsteamer *Prinzess Irene*, left Kobe via Nagasaki and Shanghai on Sunday p.m., the 30th Dec., and may be expected here on or about Tuesday, the 8th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

H.M.S. *Sandpiper* at Kowloon Dock. |

STRAHARD, British steamer, 3,000, Farquhar and Jan., Kutchin 27th Dec. Coal—Mitsui Bussan Kaisha.

TATEGAMI MARU, Japanese steamer, 1,573, N. Sakamoto, 2nd Jan.—Moji 28th Dec. Coal—Jeffrey.

HUDSON, British steamer, 3,375, Langye, 2nd Jan.—Yokohama via Amoy 1st Jan. General—Dadwell & Co., Ltd.

Departures.

Jan. 1, *Hailong*, British str., for Haiphong.

Jan. 1, *Chunhai*, British str., for Swatow.

Jan. 1, *Chunhai*, British str., for Kobe.

Jan. 1, *Pura Naga*, German str., for Bangkok.

Jan. 1, *Duke of Fife*, British str., for Moji.

Jan. 1, *Albion*, French str., for Hongkong.

Jan. 2, *Prinz Heinrich*, German str., for Europe.

Jan. 2, *Alexandria*, American transport, for Manila.

Jan. 2, *Akashi Maru*, Jap. str., for Swatow.

Jan. 2, *Albion*, French str., for Hongkong.

Jan. 2, *Prinz Heinrich*, German str., for Europe.

Jan. 2, *Kawing Lee*, British str., for Canton.

Passengers—Arrived.

Per *Garcara*, from Manila—14 Europeans.

Per *Quarta*, from Singapore—324 Chinese.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU..... W. Thompson.....	Kobe and YOKOHAMA.....	FRIDAY, 4th Jan., at Daylight.
KAMAKURA MARU..... H. Petersen.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.....	FRIDAY, 4th Jan., at Daylight.
MIKE MARU..... S. Kawamura.....	BOMBAY, via SINGAPORE and COLOMBO.....	FRIDAY, 4th Jan., at Noon.
HITACHI MARU..... G. Anderson.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.....	FRIDAY, 11th Jan., at Daylight.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 29th December, 1900.

HAMBURG-AMERIKA LINE.

(Freight Service).

NORDEUTSCHER LLOYD.

(Freight Service).

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NORDERNEY..... Pesch.....	MARSEILLES, HAVRE & HAMBURG (LONDON with transshipment in HAMBURG).....	January 12th, Freight.
SAMBIA..... Schmidt.....	HAVRE and HAMBURG.....	January 22nd, Freight.
SILESIA..... Bahle.....	(LONDON with transshipment in HAMBURG).....	January 9th, Freight and Passage.
SIBIRIA..... Braun.....	HAVRE and HAMBURG.....	About 18th, Freight and Passage.
PREUSS..... Proesch.....	(LONDON with transshipment in HAMBURG).....	About 28th, Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLWITZ & Co., Agents.
HAMBURG-AMERIKA LINE, NORDEUTSCHER LLOYD,
OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO KISEN KAISHA. U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	San Francisco, via Inland Sea of Japan and Honolulu.....	Saturday, 12th Jan., 1901, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	San Francisco, via Inland Sea of Japan and Honolulu.....	Thursday, 7th Feb., 1901, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	San Francisco, via Inland Sea of Japan and Honolulu.....	Saturday, 2nd Mar., 1901, at Noon.

THE Twin Screw Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 12th January, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Mexico, Central and South America, to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

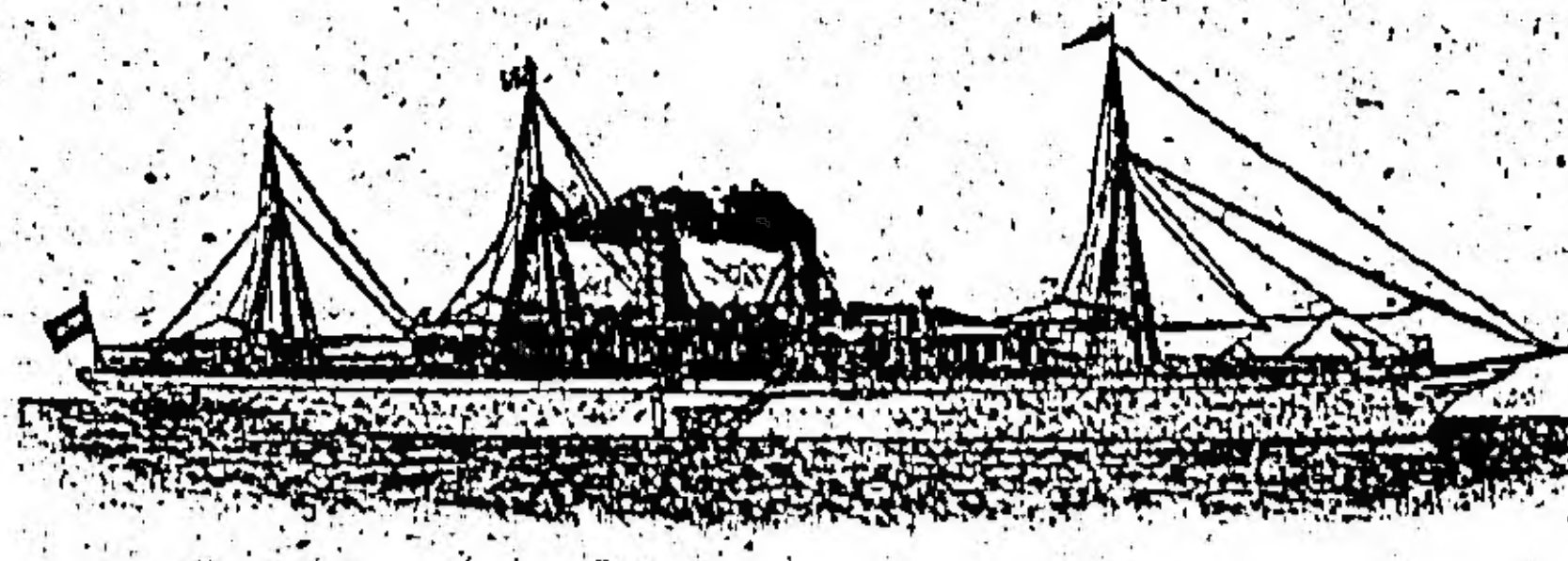
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 18th December, 1900.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 16th January.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 13th February.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 13th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedler's Street.

Hongkong, 19th December, 1900.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"BENGAL," Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 5th January, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 22nd December, 1900.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Sunday, 6th January, at Daylight.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 29th January, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 23rd Feb., at Noon.

THE Company's Steamship

"DORIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SUNDAY, the 6th instant, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 2nd January, 1901.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS.	CAPTAINS.	TO SAIL.
LONDON.....	DARDANUS.....	Steeves.....	8th January, 1901.
"....."	RITHEUS.....	Day.....	22nd January, 1901.
LIVERPOOL.....	ACHILLES.....	Atwood.....	About 18th Jan., 1901.
(Taking Cargo at LONDON RATES)			
LIVERPOOL.....			
(Taking Cargo at LONDON RATES)			

For Freight, apply to:

Hongkong, 29th December, 1900.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN," Captain Helms, will be despatched as above TO-MORROW, the 3rd January, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess and a duly-qualified Surgeon are carried.

M.R.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 17th December, 1900.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA," Captain R. W. Almond, will be despatched as above TO-MORROW, the 3rd January, 1901, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 29th December, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"WHAMPOA," Captain Laver, will be despatched as above TO-MORROW, the 3rd January.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 31st December, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN," Captain Nelson, will be despatched as above on SUNDAY, the 6th January.

The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th December, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN," Captain Nelson, will be despatched as above on SUNDAY, the 6th January.

The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

M.R.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. CO. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th December, 1900.

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA

INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Taking Cargo to JAPAN PORTS, THE UNITED STATES AND CANADA.

THE Steamship

"ADATO," 2,145 tons. Captain J. McInyre.

This Steamship will be despatched on TUESDAY, the 15th January, for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any Point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be accepted at the Office of the Under-signed until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond Portland (Or.) should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 29th December, 1900.

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

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THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU," Captain K. Suzuki, will be despatched for the above Port, TO-MORROW, the 3rd instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 2nd January, 1901.

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA," Captain Davies, will be despatched as above on FRIDAY, the 4th January, 1901, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 28th December, 1900.

[1428b]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAIJI MARU," Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 6th January, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 31st December, 1900.

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THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Ports, on WEDNESDAY, the 9th January, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 26th December, 1900.

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SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE," Captain, will be despatched for the above Port, on or about the 10th January, 1901.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 31st December, 1900.

[1307b]

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "DORIC,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 2nd January will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN, Agent.

Hongkong, 28th December, 1900.

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NOTICE TO CONSIGNEES.

S.S. "FOLMINA,"

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th January, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th January, or they will not be recognized.

All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th January, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 29th December, 1900.

[1532b]

To be Let.

GODOWNS TO LET.

AT WANCHAI and WEST POINT.

BY THE MAIL.

(From Home Papers.)

A Calamity in the Wine Trade.

A unique incident in the champagne trade is announced. The whole of the Pomery and Greno vintage for 1895 has been withdrawn, owing to a certain percentage of the wine having shown a white sediment.

The Order of the Bath.

The Queen has been graciously pleased to give orders for the following appointments to the Most Honourable Order of the Bath:—To be an Honorary Member of the Civil Division of the First Class, or Knights Grand Cross, of the said Most Honourable Order: His Highness Prince Albert John Charles Frederick Alfred George of Schleswig-Holstein.

Church Ceremonial.

In a letter to the Archdeacons of London and Middlesex, Dr. Creighton states that complaints of illegal ceremonial have been laid against five clergymen "by one person, whose address is a London club, and who gives no evidence of his connection with any one of the parishes concerned." But as it is "emphatically provided" in the Act of 1874 that complainants must be parishioners, he has found himself unable to allow the accusations to proceed.

More Cables Wanted.

Great complaints are heard of late in German mercantile circles, concerning the insufficiency of the telegraphic communications between Germany and Great Britain. It has been stated that merchants on the cotton bourse at Bremen very often prefer to let telegrams from Liverpool take their way via New York, because they arrive sooner in Germany, than if they came from Liverpool. The German Chamber of Commerce intend to plead for the laying of a new submarine cable to England.

Sir William MacCormac.

The Queen, says the *Gazette*, has been pleased to give and grant unto Sir William MacCormac, Bart., K.C.V.O., President of the Royal College of Surgeons of England, Her Majesty's Royal licence and authority that he may accept and wear the Cross of Commander of the Legion of Honour, conferred upon him by the President of the French Republic, in recognition of services which he rendered to the French wounded during the war of 1870-71, as well as to the International Medicine Congress held during the recent Paris Exhibition.

A New Line to the Far East.

A despatch has been received at the Foreign Office from H.M. Consul-General at Havre, stating that the Chargeurs Réunis Company intend to inaugurate, in the course of the next few months, a new line of steamers between France and Indo-China. The departures will be from Dunkirk, and will take place once a month. The steamers will touch at Havre, and will proceed to Saigon and Malakoff. The ports of call at leaving Havre have not yet been finally settled. Six large steamers which are now under construction at Havre and St. Nazaire will be assigned to the new service, as well as the *Amiral Aube*, *Amiral Baudin*, and *Amiral Courbet*, which are now in use on the Lorenzo, Marquez and Madagascar Line.

Obituary.

The following deaths have recently occurred:—Mr. Valfrey, better known in London as "Whiff" of the *Figaro*. Mr. Valfrey was formerly in the diplomatic service, but he abandoned the career on the fall of the Conservative Party in 1878. Since then he had acquired a considerable reputation as a writer on foreign politics. Mr. John Lawson Johnson, the inventor of Bovril, and the chairman and founder of the company bearing that name. Mr. Johnson was the holder of the Royal Humane Society's Gold Medal for saving life, and was made a Fellow of the Red Cross Society of France by the late Marshal McMahon. Dr. Otto Kersten, the African explorer. Dr. Kersten accompanied Baron von der Decken in his Expedition to Kilmadjar, in the middle of the sixties, most of the members of which were massacred by Somalis. He was the author of a standard work on Zanibar.

Mr. Chamberlain.

Mr. Chamberlain returned to England on 24th November after a pleasant trip to Gibraltar, a voyage on board H.M.S. *Cesar* thence to Malta, a stay in Rome, and a visit to Milan. The Colonial Secretary left Italy on 23rd November, and travelling by the Eire-Caledonian express had a smooth passage across Channel and reached Victoria by the ordinary train in company with Mrs. Chamberlain, her mother, and Mr. Austen Chamberlain. No special arrangements had been made for Mr. Chamberlain's arrival, the railway authorities having received no notification concerning his movements. Small knots of passengers about the platform, however, recognised and promptly saluted the right hon. gentleman as he and his party emerged from the boat express. Mr. Chamberlain looked exceedingly well, and had evidently derived considerable benefit from his journey. The party drove to Mr. Chamberlain's town house in Prince's-gardens.

Sir Arthur Sullivan's Last Work.

A contemporary is able to state that Sir Arthur Sullivan left a fully completed work, the existence of which has hitherto been unknown to many of his friends. It is a 7th *Debut*, written, of course, to English words, and now in the possession of the authorities of St. Paul's Cathedral, for whom it was expressly composed, to be performed at the special service which will be held on the proclamation of peace. Sir Arthur put the finishing touches to this composition a very short time ago, and it is understood to be even now passing through the hands of the printers. Apart from this, Sir Arthur has, it is stated, left no complete composition that has not hitherto been heard, for although the greater part of the music of the new Irish opera has already been delivered at the Savoy, where it was, a few weeks ago, placed in partial rehearsal, yet only two numbers of it are fully scored, and the opera must be completed by another hand.

Mr. Victor Cavendish.

The *World* states that Mr. Victor Cavendish has been appointed to the last remaining vacancy in the Ministry, namely, a Junior Lordship of the Treasury, previously held by Lord Stanley, who is now Financial Secretary to the War Office. The *World* adds:—Mr. Cavendish, following in the steps of his uncle, the Duke of Devonshire, is a Liberal Unionist, and has proved himself a useful man to his party since he was first returned for West Derbyshire, nearly ten years ago. The late Duke of Devonshire left Holker Hall to Mr. Victor Cavendish until he should succeed to the family honours, when it goes to his younger brother, Mr. Richard Cavendish. Mr. Cavendish will find plenty of connections in the Government, as besides being nephew and heir presumptive of the Duke of Devonshire, he is the son-in-law of the new Foreign Secretary, Lord Lansdowne. The appointment will cause a vacancy in the representation of the Western

division of Derbyshire, but at the general election Mr. Victor Cavendish was returned unopposed.

Naval Programme for 1901.

There is some talk of a large naval programme for 1901, and it is to be hoped, says a naval correspondent, that this talk will prove to have foundation. At least six battleships and as many high-speed armoured cruisers should be taken in hand, while other authorities ought certainly to consider the introduction of a type resembling the *Nevis* into our Navy. We want a moderate-sized high speed cruiser for despatch work and operations against torpedo flotillas. There is no British third-class cruiser, designed or in service, capable of steaming at knots, much less of equalling the 25 knots which the *Nevis* is to obtain. Admiral Sir J. Hopkins, the late Commander-in-Chief in the Mediterranean, has only recently protested against the low speed of so many of our protected cruisers in the pages of the *Naval League Journal*. He adds that the naval officer would prefer to these comparatively slow and ill-armed ships the type of cruiser with which Elswick has made us familiar. Whatever we lay down next year, rapid construction must be made *a sine qua non*.

Kew Bridge.

The rebuilding of Kew Bridge is making steady progress, although not much of it is visible yet to warfarers across the temporary wooden structure that now spans the Thames here in place of the hunch-backed old bridge. Meanwhile some important decorations for the new granite bridge are being sculptured at Glasgow in the shape of shields bearing the arms of the three principal towns of Surrey, and surmounted by conventional decorative heads of "Father Thames." These shields are destined to fill the spandrels between the three arches of which new Kew Bridge will consist. The decorative idea is doubtless derived from the quite famous sculptured keystone-masks on the east and west sides of the central arch of Henley Bridge, the work, a hundred years ago, of Horace Walpole's niece, Mrs. Dawson-Damer, for which she received the thanks of the Corporation of Henley-on-Thames. These beautiful heads represent Thames and Isis; the former a bearded face with quaint fish peeping out from its tangled locks; while Isis is a female face, in the midst of bulrushes and other aquatic plants.

An Epidemic at Manchester.

Widespread interest—indeed, it is hardly too much to say, deep concern—has been aroused by the discovery that the distressing malady known as peripheral neuritis has reached epidemic proportions in Manchester, Salford, and Liverpool, while numerous cases have appeared in Chester and Birmingham. Nearly a thousand patients have been treated at the various hospitals, and it is believed that at least six deaths are directly attributable to this disease. The medical testimony as to the cause is, as usual, conflicting, yet there is a general consensus of opinion among the doctors and analysts who have taken the matter in hand, that the malady is due to the presence of arsenic in the beer that had been consumed by the patients. There will, of course, be a searching investigation. The attention of the Home Office has been called to the outbreak by the Manchester coroner, and the Brewers' Association of that city has already directed its experts to analyse and report. Meanwhile, certain analysts of distinction in the North of England declare that they have definitely traced the arsenic to the sulphuric acid which enters into the production of the "invert sugar" and "chip glucose" employed by some brewers. An authority on tropical diseases has pronounced the symptoms of some patients at Chester to be such as would be assigned to beri-beri in a tropical country. But as there is no evidence of the importation of the disease, which depends upon a specific parasite, it does not seem probable that the explanation is to be found in that direction. It is clearly proved by the report of the Medical Officer of Health for Salford that the presence of arsenic "in considerable quantities" had been found in samples of beer which he had analysed, and the results of the larger inquiries now in progress will be anxiously awaited.

The Commander-in-Chiefship.

The *Standard* remarks: As some weeks must elapse before Lord Roberts can take over the duties of the office, it might naturally be assumed that the retirement of his predecessor would have been delayed—unless imperative considerations of health intervened—till the transfer could be directly effected. A break of continuity is always an evil; but under existing circumstances it is regularly unfortunate that a period of provisional and delegated control should be interposed between two *regimes*. Until Lord Roberts is able to assume personal charge, the supreme control of the Army must remain in commission. This is unfair alike to the Commander-in-Chief and to the Secretary of State for War. The incident must, we fear, be interpreted as another symptom of the strained relations between the War Office and the House of Commons—a state of affairs which for some time has been detrimental to the national interests which it should be the prime concern of such to promote. Already there have been unpleasant indications of disposition on the part of "politicians" on one side, and "professionals" on the other, to indulge in mutual recriminations. Nor is there any assurance that among the Heads of the Army themselves there exists that spirit of accord which should be maintained in a profession that, above all others, claims to be animated by the purest influences of patriotism. Differences of opinion are "unavoidable among honourable and chivalrous men; conscious of the gravity of the trust with which their country has entrusted them. But when the conflicts of judgment are allowed to develop into personal jealousies, and when solicitude for the efficiency of our defensive system is subordinated to private pique, there is room for wonder and resentment. We should be sorry to suggest that the interruption of regular control at the Horse Guards can be traced to any unworthy influences. But it is not calculated to reassure an observant public.

Sir Arthur Sullivan's Funeral.

In accordance with the suggestion made to the Dean and Chapter of St. Paul's by several of the musical and contemporaries of the great composer, the body of Sir Arthur Sullivan was, on 27th November, laid to rest in the crypt of the cathedral instead of in Brompton Cemetery. By the gracious command of the Queen, we advanced that the first portion of the order for the burial of the dead should be read at noon in the Chapel Royal, St. James's Palace. No alteration was therefore made in this part of the service, which was characterised by musical features of a befittingly solemn and impressive description selected from Sir Arthur's famous compositions. More than two hundred wreaths, crosses, and other arrangements of flowers were sent, and they included tributes from the Prince of Wales, Princess Louise, and the German Emperor. There was a distinguished company of mourners at the command of the Queen, including the Princess of Wales, the Prince of Wales, the Princess Louise (Duchess of Argyll), the German Emperor, Prince and Princess Chris-

tian, and the Duke of Cambridge. The funeral cortege then proceeded to St. Paul's Cathedral by way of Pall Mall, Northumberland-avenue, the Victoria-embankment, and Queen Victoria-street, the whole route being lined by large crowds of spectators. At many business premises, notably those of the great steamship lines in Cockspur-street, flags were flying at half-mast; and though at some points the crowds were dense, the police had very little trouble in keeping the way clear, so quiet and respectful was the attitude of the people. Within the cathedral an immense congregation had assembled, and after an impressive service the coffin was lowered into the crypt and placed in the grave prepared for it. The benediction was pronounced by the Dean, and Mr. Frangos, Cellier conducted the Savoy company, who sang "Brother, thou art gone before us," from the dead composer's "Martyr of Antioch." As a concluding voluntary Mr. Macpherson played that march from Handel's "Saul" whose dignity and pathos is surely unequalled by any later composers. Most of the congregation stood until its close, and some of the ladies from the house in the Savoy were unable to conceal their emotion. The service from first to last had been most impressive; and under the spell of its influence the vast congregation slowly made its way into the streets of the city.

Half-penny News.

The shrieking of false evening halfpenny news at a penny, of false Sunday penny news at twopenny, has not been so common lately as it was a few months ago. But it is a nuisance that always tends to recur, and we must congratulate 697 K on having nobly sacrificed his penny in the cause of the other night at Forest Gate (no doubt he has since recovered it from his superiors as "petty cash"). "Terrible Murder at Forest Gate." "A Well-known Gentleman at Forest Gate Stabbed to Death" was the cry; but there was none of that in the paper. The two men who had been shouting offered their lines of defence to the policeman: (1) at any rate, there was a small paragraph about Forest Gate schoolmaster's suicide; (2) at any rate, there were "winners"; (3) "hit me in the ear and let me go." To his credit, 697 K was inexorable, and to his credit, Mr. Baggallay imposed twenty shillings fine or ten days on each man. The police do well in attending to these matters, for the ordinary citizen rarely has the public spirit to prosecute on account of a penny.

Cape Railways.

An official personage at the Cape has positively ventured to do something displeasing to the Bond and the campaigners of disloyalty! No one, of course, has vetoed parole for prisoners of war, or proclaimed martial law, or forbidden the seditious Worcester Congress; any of those things would be "thorough," and therefore not to be thought of. But an official—*a Cape official*, it is true, not an Imperial one—the Manager of Railways, has declined to grant special trains of special cheap fares to the seditious Congress, who want to attend that Congress. It is a deserved rebuff upon Mr. Sauer, no doubt, who regarded the railways in a pro-Bond electioneering spirit when he was responsible for them. But fancy my loyalist having the pluck to act on the theory that it is not an official's duty to give disloyalty its head!

Great Britain and the U.S.A.

Inspired by an authoritative series of articles in the *Times* on engineering developments in the United States, Mr. R. W. Allen, an engineer of Bedford, went over to the States to see for himself. He gives some impressions of his visit in a letter to a contemporary. "Everywhere," he says, "I saw how far and away advanced they are over us in methods of construction, design, and magnitude. Their success is due to the extraordinary care and attention which are given to every minute detail, not one point being missed." Some of his axioms are worth the manufacturer's attention: "Unless we radically alter we shall be left behind. Every one in the States saves time, does his best for his employer, and has far more interest and pride in his work than the average Briton. From what I saw it is not only in engineering that we are behind; it is the same story in many branches of industry. They are a wonderful people and there is no telling what they will control in time."

Mere Print.

Dr. Leyds made another speech in Paris the other day, unless it was a mere *Harangue*, as interpreted. The reports, it is true, say it was Mr. Kruger, and no doubt the voice was that mellifluous bark-cum-grunt of his. But the voice was represented to have said that Colonel de Villebois-Mareuil and his fellows always reminded Oom Paul of the Crusaders, and also to have fired off "Chevalier sans peur et sans reproche." This from Oom Paul, who still firmly believes the world to be flat and knows no language but Dutch and the Boer by-blow of the same, is a very good second to his "Fluctuat nec mergitur" of the other day. Dr. Leyds is a great man, but also put Kruger up to the "spontaneous and glorious" work of the French Press if he cannot follow the language Kruger was made to say, he can count the columns, which are impressively numerous. Yes; certainly Leyds gets value for his money, if mere print is value. But Kruger must be beginning to see that, whatever the world's shape, its inhabitants are not flat; and that print is about all he will get.

A Statue of Mr. Gladstone.

If they had only known! Mr. Acton has been sculpting Mr. Gladstone colossally, and he allowed "an Italian of Saffron-hill to sit, not for 'the altogether,' as Tribby called it, but for the legs and their integuments. The address had the assurance to value the loan of his understanding at £12 a week, and a small ledge Edge rightly decided to be excessive. A Turk might have exacted that amount by way of retribution for unkind remarks on Abdul, but the Italian displayed a deplorable ingratitude for Mr. Gladstone's famous pamphlet on the Neapolitan prisoners. And why, oh why, did not Mr. Acton get some devout Gladstonians to sit or stand by the hour together, and all for nothing? Mr. John Morley might have supplied a Home Rule right leg, Mr. Stevenson an Armenian left, imagine their righteous satisfaction in murmuring, as they passed the heroic effigy, "But the trousers are mine." What is more, those garments would have been worth something to a Radical tailor to put in his shop-window. An Italian from Saffron-hill! Even the Imperial Perks would have been preferable to that.

Ibsen's Views on the War.

It has become a sort of accepted doctrine that the views of novelists, poets, and dramatists are better worth hearing on subjects of high foreign politics than those of mere ordinary human beings. At least, it has become an accepted doctrine among the novelists, &c., themselves. Therefore, it is worth their while, whether or not it is worth anybody else's, to observe that Ibsen, on the side of the British in South Africa, he does not trouble about any questions of Outlanders' wrongs or the designs of the unscrupulous Chamberlain and Milner. He just rotundly declares that the Boers are only being done by as they did. A

semi-civilized people, they robbed and pushed out the uncivilized native; now a full-civilized people pushes out them. The world, therefore, gains, more especially as the Boers have long obstructed the spread of civilization. There is not much romance about this particular amateur politician, but there is a lot of hard truth.

Large Dimensions.

Some ladies resident in London have sent the Look-out Man of *Fairplay* a circular issued by Messrs. John Ruthen & Co., Cardiff, containing particulars of a new steamer, to be called the *Eastfield*, which is now building to the firm's order, and soliciting subscriptions to the Company which is to own and work the new boat. According to the first page of this circular the new steamer will have engines with cylinders 6 ft. 3 in. and 57 in. in diameter, measurements a far in excess of ordinary measurements as the estimates of profits in circulars of this kind are apt to be of the final results.

AN AMUSING SUGGESTION.

The *Ostasiatische Correspondenz*, a news sheet which appears at irregular intervals in Berlin, and was formerly supposed to be inspired by Count von Bülows "nice gentleman," the Chinese Minister to Germany, appeared on Nov. 23 (says a correspondent of *The Times*) with a portentously long criticism of the demands of the Powers. The criticism is polite, melancholy, and discursive in style. The *crux* in the demands of the Powers is the punishment of Prince Tuan and his exalted fellow-criminals by the death penalty. The writer of the article has an alternative suggestion. It is that the Powers should agree to such judgment as the "Son of Heaven" pleases to pronounce, which would be substantially as follows:—

"The Emperor banishes the guilty persons for punishment to Europe or America for an indefinite period, requesting the German Emperor, the Tsar, the Queen of England, and the Sovereigns and Presidents of the Treaty Powers, as the case may be, to take these persons into custody. For instance, Prince Tuan and another of the ringleaders, not forgetting the late Chinese Minister to Germany, others to Russia, England, France, Austria, Italy, and America—in short, to each of the Western Powers, on whose generosity the Emperor could depend for humane treatment (*sic*) of the banished, especially in the case of the Imperial Princes, which treatment and atonement, in appealing to the better nature of the guilty, would make them ever mindful of their crimes. Pursuant to the edict of the Chinese Emperor, the banished should then be enjoined to study carefully the various departments of State, and the fields of military, political, administrative, industrial, and commercial economy, also morals and customs, not neglecting to learn the language of the people." &c. Finally the banished prisoners should be allowed to return. The *Correspondenz* adds that this form of punishment would make a far more indelible impression on the Chinese than "the most cruel death by refined tortures." It would "render the Chinese more receptive to Western culture and civilization, not to mention the report to the Emperor at Peking." The "innocently shed blood of a Ketteler and of many other Christian martyrs would thus become a blessing in disguise."

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The Share Market.

LATEST QUOTATIONS.

January 2nd.

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	350 1/2 premium
The Bank of China & Japan, Limited	£ 5	Nominal
The Bank of China (Ordinary)	£ 4	1/2
The Bank of China (Preferred)	£ 4	1/2
National Bank of China, Ltd.	£ 8	27 buyers
Do. Founders	£ 1	20
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$245 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$50 buyers
North China Ins. Co., Ltd.	£ 25	Tls. 172 1/2 sellers
Yangtze Ins. Assn., Ltd.	\$ 60	\$110 sellers
Canton Ins. Office, Ltd.	\$ 50	\$145 buyers
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$295 sellers
China Fire Ins. Co., Ltd.	\$ 20	\$80 sales
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$33 1/2 sales and buyers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$98 ex div.
China & Manila S.S. Co., Ltd.	\$ 50	\$35 1/2 buyers
Douglas Steamship Co., Ltd.	\$ 50	\$47 1/2
China Mutual S.S. Co., Ltd. (Preferred)	£ 10	\$12 buyers
China Mutual S.S. Co., Ltd. (Ordinary)	£ 10	\$12 buyers
China Mutual S.S. Co., Ltd. (New Issue)	£ 5	\$6.100 buyers
Star Ferry Co., Ltd.	\$ 24	\$42 (new issue) buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	\$3.50
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$119 sellers
Luxon Sugar Refining Co., Ltd.	\$100	\$39 buyers
Mining.		
Punong Mining Co., Ltd.	\$ 8	\$3 1/2 sellers
Punong Mining Preference Shares, Ltd.	\$ 1	\$1 sellers
Société Française des Charbonnages du Tonkin	Fcs. 250	\$350 sellers
Queen Mines, Ltd.	25 cts.	5 cents
Jebeu Mining and Trading Co., Ltd.	\$ 5	\$6
Raub Allan Gold Mining Co., Ltd.	17s. 10d.	\$47
Oliver's Freehold Mines, Ltd.	\$ 5	\$2
Oliver's Freehold Mines, Ltd. B	\$ 5	\$1 1/2
Great Eastern & Canadian Gold Mining Co., Ltd.	\$ 5	5 cents
Do. (Preference)	\$ 1	50 cents
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$125	\$80 1/2 premium buyers
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$91
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$64 buyers
New Amoy Dock Co., Ltd.	\$ 6 1/2	\$21
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	10	\$10 sales
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$193 buyers
Kowloon Land and Building Co., Ltd.	\$ 30	\$8
West Point Building Co., Ltd.	\$ 50	\$50 sales and buyers
H'kong Hotel Co., Ltd.	\$ 50	\$125 sellers
Oriente Hotel Co., Ltd.	\$ 50	\$82 1/2
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$11.75 sellers
Cotton Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$21 sellers
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 45 buyers
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 35
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 55 buyers
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 325
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 30
Cigar Companies.		
Alhambra, Limited	\$500	100 % premium
La Comercial, Ltd.	\$500	100 % premium
Hensiana Limited	\$100	105 sales
La Favorita	\$500	40 % premium
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$19 1/2 sales
China-Borneo Co., Ltd.	\$ 75	\$33
A. S. Watson & Co., Limited	\$ 10	\$16 sellers
Watkins, Limited	\$ 10	\$12 1/2 sales
Hongkong Electric Co., Limited	\$ 10	\$11 1/2 sales and buyers
Hongkong Electric Co., Limited	\$ 5	\$5.50 buyers
Hongkong and China Gas Co., Ltd.	£ 10	\$118
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$170 sellers
Geo. Fenwick & Co., Ltd.	\$ 25	\$55
H'kong Ice Co., Ltd.	\$ 25	\$178
H'kong High-Level Tramways Co., Ltd.	\$100	\$190 sales and buyers
Dairy Farm Co., Ltd.	\$ 6	\$7 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 buyers
Campbell, Moore and Co., Ltd.	\$ 10	\$20
Bell's Asiatic Estate Agency, Ltd.	£ 1	\$14 buyers
United Asbestos Oriental Agency, Ltd.	\$ 1	\$8
Carmichael & Co., Ltd.	\$ 1	\$8
Tobrua Planting Co., Ltd.	\$ 5	\$3
Universal Trading Co., Ltd.	\$ 5	\$5 1/2

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Canton, Mrs.	Scharrer, Mr. L.
Clarke, Capt. A. C.	Pichowsky, Dr. I. G. N.
R. N.	Pynne, Capt.
Clarke, Mrs. J.	Ross, Mr. John A.
Crouch, Mr. J. W.	Stricker, Mr. A.
Deane, Mrs. Sharpe	Volpicelli, Consul

KOWLOON HOTEL.

Francis, Mr. and Mrs.	Rondall, Mr. V. P.
Godchaux, Mr. & Mrs.	Scott, Mr. C. A.
J.	Shillington, Mr. L.
Godchaux, Miss J.	Thomson, Mr. & Mrs.
Kenned, Mr. R. J.	Wittmuss, Capt.
Nobb, Prof. A. P.	

EXCHANGE.

Hongkong, January 2nd.	
ON LONDON, Telegraphic Transfer	2 1/2
Bank Bills, on demand	2 1/2
Credits, 4 months' sight	2 1/2
Dinents, 4 months' sight	2 1/2
ON HERLIN, (demand)	2 1/2
ON PARIS, Bank Bills, on demand	2 1/2
Credits, 4 months' sight	2 1/2
ON NEW YORK, Bank Bills, on demand	50
Credits, 30 days' sight	51 1/2
ON BOMBAY, Telegraphic Transfer	15 1/2
ON SHANGHAI, Telegraphic Transfer	15 1/2
Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	21 1/2
Sovereigns, Bank's Buying Rate	95 1/2
Gold Leaf 100 touch, per tael	49 1/2
Bar Silver	29 1/2
Dollars	4 percent. prem.

OPIUM QUOTATIONS.

Hongkong, January 2nd.	
New Patna	\$880 per chest.
New Benares	880
New Malwa	880/80 per picul.
Old Malwa	880
Perian, paper tied	880/80

VESSELS IN PORT.

AMARA, British steamer, 1,566, C. J. Matlock, 28th Dec., Moji 23rd Dec. Coal.—Jardine, Matheson & Co.	
BERGENHUS, Norwegian steamer, 2,341, J. H. Svendsen, 26th Dec., from Portland, Flour.—Butterfield & Swire.	
CHELBYN, British steamer, 1,547, J. T. Davies, 27th Dec., Calcutta via Penang and Singapore 19th December, General.—Jardine, Matheson & Co.	
CITY OF BOMBAY, British steamer, 2,046, John Muir, 28th Dec., Moji 23rd Dec. Ballast.—Dodwell & Co., Ltd.	
DORIC, American steamer, 2,691, Harry Smith, R.N.R., 27th Dec., San Francisco 28th Nov., Honolulu 3rd Dec., Yokohama 19th, Kobe 21st, Nagasaki 22nd, and Shanghai 23rd, Mails and General.—O. & O. S. S. Co.	
EMPEROR OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 27th Dec., Vancouver, (B.C.) 5th Dec., and Shanghai 24th, Mails and General.—C. F. R. Co.	
FRANKFURT, German transport, 7,500, E. Malhotra, 23rd Dec., Tientsin 19th Dec., Ballast.—Melchers & Co.	
GOODWIN, British steamer, 2,832, A. Jackson, 28th Dec., Moji 22nd Dec. Coal.—Dodwell & Co., Ltd.	
HANOI, French steamer, 740, Fannier, 31st Dec., Haiphong and Hanoi 30th Dec. General.—A. R. Marty.	
HINSHAW, British steamer, 1,536, P. M. B. Lake, 28th Dec., Java 18th Dec., Sugar.—Jardine, Matheson & Co.	
Loosok, British steamer, 1,012, J. B. Jackson, 31st Dec., Bangkok 24th Dec., Rice and Teak Wood.—Butterfield & Swire.	
MICHAEL JENSEN, German steamer, 710, J. Jensen, 28th Dec., Haiphong 23rd Dec., and Hanoi 27th, Rice.—Jensen & Co.	
MONSIEUR, British steamer, 1,776, Davis, 31st Dec., Moji 25th Dec. Coals.—Order.	
PAKLING, British steamer, 2,875, E. C. W. Warrall, 25th Dec., Manila 23rd Dec. Ballast.—U. S. Government.	
PRIVANG, German steamer, 897, Köhler, 28th Dec., Moji 22nd Dec. Coals.—Siemssen & Co.	
PERLA, British steamer, 1,286, R. W. Almond, 31st Dec., Manila 28th Dec. General.—Shevan, Tomes & Co.	
PHRA CHON KLAO, British steamer, 1,011, J. Fowler, 28th Dec., Bangkok 19th Dec., Rice & Butterfield & Swire.	
PICCOLA, German steamer, 875, E. Huir, 18th Dec., Chedof 7th Dec. General.—Meyer & Co.	
QUEEN ADELAIDE, British steamer, 1,835, F. McNair, 20th Dec., Victoria, B.C. 10th Nov., General.—Dodwell & Co., Ltd.	
SAMOA, British steamer, 4,508, Hudson, 28th Dec., Moji 23rd Dec. Coal.—Dodwell & Co., Ltd.	
SANDAKAN, German steamer, 1,374, A. Brundage, 22nd Dec., Sandakan 18th Dec., Timber and General.—Melchers & Co.	
SHANTUNG, German steamer, 1,315, Remelmeier, 22nd Dec., Chedof, 16th Dec., General.—Sander, Wieler & Co.	
SUNGKIAN, British steamer, 1,021, S. W. Moore, 31st Dec., Manila 28th Dec., Hemp.—Butterfield & Swire.	
TAI FU, German steamer, 1,065, E. Schipper, 30th Dec., Moji 24th Dec. Coal.—E. A. Trading Co.	
TAI LEE, German steamer, 828, F. Calender, 19th Dec., Swatow 18th Dec. Ballast.—Meyer & Co.	
TAKATA, British steamer, 2,768, G. D. Bowles, R.N.R., 28th Oct., Vancouver, B.C. and Puget Sound 25th Sept., General.—D. E. Brown.	
VIENNA, British steamer, 2,653, A. McDougall, 31st Dec., Otaru (Japan) 21st Dec. Coal.—H. & H.	
WILHELMINA, Dutch str., 2,791, J. de Vries, 18th Dec., Manila 13th Dec. Ballast.—Order.	

ADOLPH BRIG, American ship, 1,262, Ambury, 19th Dec., New York 2nd June and Chedof 12th Dec. Oil.—Standard Oil Co.	
ASTORIA, British ship, 1,429, J. Thorkelsen, 15th Dec., Cardiff via Capetown 21st Sept. Coals.—Carlowitz & Co.	
BENJAMIN SEWALL, American ship, 1,362, A. M. Sewall, 23rd Sept., Fremantle 11th Aug., Sandal Wood.—Order.	
BUTESIDE, British bark, 1,876, R. Purdie, 13th Dec., Cardiff 20th July, Coal.—Government.	
DUMBLANE, Italian bark, 721, J. Trapani, 20th Oct., from Fremantle, Sandalwood.—Order.	
DUNDEE, British ship, 1,908, Hearnings, 14th Oct., New York 29th June, Kerosine Oil.—Standard Oil Co.	
FULWOOD, British ship, 1,926, Thomas, 1st Dec., Cardiff via Cape Town 26th Sept. Coal.—Government.	
NEREUS, German ship, 1,714, Deake, 30th Dec., Cardiff 8th Aug. Coals.—Master.	
R. MORROW, British bark, 1,156, C. F. Douglas, 4th Dec., Manila 24th Nov., Ballast.—Arnhold, Karberg & Co.	
SWANHILDA, British ship, 1,999, Colm Fraser, 26th Nov., New York 14th July, Case Oil.—Standard Oil Co.	

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, January 2nd, 1901.	
Alacrité, despatch-vessel, 1,700 tons, 10 6-pd. g.f. guns, 3,000 i.h.p., Commander C. G. F. M. Cradock, Shanghai.	
Algerine, sloop, 1,050 tons, 6 guns, 1,400 i.h.p., Comdr. R. H. J. Stewart, Singapore.	
Argentine, British cruiser, 11,000 tons, 16,500 i.h.p., 16 6-in. g.f. guns, Capt. G. H. Chay, R.N. Amoy.	
Aitona, British 2nd-class cruiser, 4,300 tons, 6,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.	
Aurora, British cruiser, 5,600 tons, 12 guns, Capt. E. H. Bayly, Shanghai.	
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13 1 1/2 in. g.f. guns, Capt. G. J. S. Warrender, Hongkong.	
Bonaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Capt. C. J. G. Sawle, Taku.	
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 i.h.p., Commander Sir Boucher Wrey, Bart., Singapore.	
Britannia, British gunboat, 710 tons, Capt. P. W. Walter, Hongkong.	
Centurion, British flagship, 10,500 tons, 14 guns, 9,000 i.h.p., Capt. J. R. Jellicoe, Woosung.	
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. Winnington-Ingram, Shanghai.	
Dido, British 2nd-class cruiser, 550 tons, 11 guns, 9,000 i.h.p., Capt. Tillard, Hongkong.	
Endymion, British cruiser, 7,350 tons, 12 guns, Capt. G. A. Callaghan, at Hongkong.	
Erebus, coast defence gunboat, 363 tons, 3 guns, 100 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.	
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., Lieut.-Com. C. P. Beatty Pownall, Hongkong.	
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.	
Gallathea, British battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.	
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. G. H. H. Holden, Hongkong.	
Hari, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. J. G. Armstrong, Shanghai.	
Hermion, British cruiser, 4,300 tons, 10 guns, Capt. R. S. D. Cumming, Shanghai.	
Hummer, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.	
Isti, British cruiser, 5,650 tons, Com. G. M. Henderson, Amoy.	
Janus, torpedo-boat destroyer, Lt. and Comdr. R. G. Corbett, Hongkong.	
Linné, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Hankow.	
Lizard, British gunboat, 715 tons, Capt. J. C. Watson, Canton.	
Marathon, British cruiser, 1,145 tons, 6 guns, Capt. John G. M. Field, Bombay.	
Mohawk, British cruiser, 1,770 tons, Capt. F. W. Freeman, Shanghai.	
Orlando, British cruiser, 5,600 tons, 12 guns, Capt. J. H. Burke, Taku.	
Other, torpedo-boat destroyer, Lieut. and Com. H. O. Wilkin, D.S.O., Hongkong.	
Peacock, 3rd class gunboat, 775 tons, 6 guns, 120 i.h.p., Lieut.-Comdr. C. P. R. Coode, Chedof.	
Phaenix, British sloop, 1,015 tons, 6 guns, Comdr. R. C. Fraser, Wei-hai-wei.	
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Singapore.	
Pique, twin screw, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.	
Plow, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cawson, Shanghai.	

Projector, British gunboat, 920 tons, Capt. W. R. Creswell, R.N., C.M.G., Hongkong.

Redpole, British gunboat, 855 tons, 6 guns, Lieut.-Com. C. F. Corbett, Shanghai.

Robin, British river-gunboat, 2 guns, Lieut.-Com. G. G. Webster, Samshui.

Rosario, British sloop, 980 tons, 6 guns, Capt. C. Hamilton, Shanghai.

Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, Hongkong.

Snipe, British gunboat, 85 tons, 2 guns, 140 h.p., Commander Oldham, Shanghai.

Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. Philimore, Hongkong.

Tamar, receiving ship, 1,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, British cruiser, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.

Twined, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Hongkong.

Wallaroo, British cruiser, 2,460 tons, 8 guns, 7,500 i.h.p., Capt. A. P. C. Noel, Shanghai.

Walworth, surveying ship, 620 tons, Lieut.-Comdr. Hay, Hongkong.

Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 6,000 i.h.p., Lieut.-Comdr. Mackenzie, Shanghai.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, British gunboat, 2 guns, 560 i.h.p., Lieut.-Comdr. Watson, Kiukiang.

Woodlark, British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Shanghai.

Torpedo-boats in Reserve Nos. 8 and 20, 36, 37 and 38, first-class; and 3 second-class boats.